

# PIRGINS FOR FUN AND SAILORS FOR WAR

## CUBA'S THIRTEEN PILGRIM FATHERS

With Intrepid Spirit They Seek the Coast of Cuba and Land Precious Cargoes.

## FILIBUSTERING EXPEDITIONS IN FRUIT STEAMERS

Maceo and Crombet Were the First, Then Came Gomez and Marti, All with Ammunition.

## CUBA ARMED BY THESE MEN AT RISK OF THEIR LIVES

(Copyright, 1896.)  
When history is written the expeditions made to Cuba by Cuba's friends and sympathizers will take on the dignity of the Mayflower and her sister ships. Situated differently, both for love of country left and gave all for country. Right or wrong, there is a parallel there.

Thirteen expeditions called filibusters, which have started out from the coast, have landed in that part of Cuba which now belongs to the people whose name it bears. They began at one end, and gradually landed nearer and nearer to the heart of the enemy.

In March, 1895, Maceo and Crombet landed on the island with 300 rifles and a fine spirit to start the mutiny. A month later Gomez and Marti—one now dead and the other a famous general—followed them. Then came Roloff, Sanchez and Rodriguez. And after them many others, all filibustering expeditions down to the present day, when the news of the greatest successful one in history is told by telegraph.

**THE FIRST FILIBUSTER.**  
The plan for Cuban filibusters is a deep-laid one. It began in 1887. Cuba's patriots who had fought in the uprising in Cuba in 1895, and were defeated, saw why. It was because of the lack of organization, and lack of organization with any little country in distress means the lack of outside aid. Marti specially saw it and decided that he must get help somewhere. He did not delay long, but set out upon a tour to see Cubans all over this part of the world.

In New York city Marti was aided by Juan Praga, who founded the Club de los Independientes in Mexico, Central America and the island Marti found many friends and sympathizers. It took him eight years to get ready to fight. But at the end of that time, in 1895, he saw that Cuba could and should be free.

The next step was the filibuster, the ally. This was an element unknown in the warfare of acknowledged powers, for it means a ship sent by stealth to do what it can without being stopped. But it meant a great deal to Cuba. From all the countries where Marti had established his clubs there came word that there were men waiting for him, and inquiries whether they should purchase ammunition and supplies and start their southward to Cuba in boats. To these Marti replied that he would not begin until he had a good sea boat and a good sailor, if given about three to four hundred pounds of ballast, and can be easily managed by one man, and no man of ordinary means wants a boat he cannot manage himself.

Although the clubs in the cities had undertaken the task of equipping the filibusters, there was a great deal of difficult work to be done. The getting of ammunition was a hard task. The United States government is not at liberty to sell ammunition to filibustering expeditions, and rifles and cannon, cartridges and other things, were picked up here and there until there is enough. Then, at the dead of night, a ship is sent out, and the filibuster starts off on his deadly cargo. To be detected is death or long imprisonment to all on board.

**FRUIT FILIBUSTERS.**  
The filibustering ship is not peculiar in shape. A common fruit steamer is the chosen filibuster, as that arouses no suspicion. In sight is every indication that fruit is to be brought back, and the crew are the most harmless of sailors in appearance. Of course, they are tried men and true, armed to the teeth, and as ready to die as to shoot.

When the Three Friends made its successful expedition in March with Braulio Pena and his men, it was decided at the Cuban port near Jacksonville to send her again. Though only a tugboat, she has good carrying capacity, and would hold enough to re-enforce the Cubans at Santa Clara mightily. Her speed, her very comfortable appearance, and her excellent engineering works recommended her; and when Capt. Broward and Lieut. Rafael Portuondo offered to manage her she was quickly rigged up again for her perilous voyage to Trinidad. She has made three successful trips.

It takes about six days for a steamer like the Three Friends to get from Jacksonville to the southern coast of Cuba, counting the circling tours she must make for the signal. This is always determined upon before the expedition starts. With the last expedition of the Three Friends a rocket was to be the note to approach. When the Three Friends saw the coast clear she sent up a rocket. And as all was well off the Santa Clara coast a rocket flew skyward at the coast. Then the boat pulled for the shore and landed her cargo and men and steamed away for Jacksonville again. Soon a telegram arrived in New York announcing the safe return to Jacksonville of the ship and crew.

Several of the filibusters' boats that have gone out have been little tugs. One was a launch, and a yacht made another very capable little filibuster in the early days of the trouble. The loading of these boats takes place anywhere along the coast. Suppose you have Cuban blood and want to see Cuba free. A secret agent of Cuba communicates with you that a filibuster boat lies in the bay and needs certain equipments. If you are an electrical engineer the boat wants telegraph wire and mechanical contrivances for warfare. You donate the goods, and next night, if you are interested, you sail down the bay past the innocent-looking fruit steamer that is receiving such a bulky cargo of "Northern grains and Northern produce for the South." It is the filibuster, and the bags and barrels contain your wire. But mum's the word for filibusters!

**COSTLY CARGO.**  
The cost of sending out a filibustering vessel may be \$100,000. It must be remembered that as much valuable material as possible is to be stored in the smallest space. One single bale may contain 200 silk balloons for signaling. And another 100 cases of surgical instruments. And another 5,000 rubber coats. Picks, shovels, electric stoves, telegraph wire shears, wire and apparatus for telephoning and mounting for cavalry must all be packed closer than sardines in a box. When complete the little filibuster, if captured by pirates, would be the most valuable haul in centuries. In one ship are all the accoutrements of a civilized town. On a filibustering ship part of the ship's cargo is the men to handle these things—electricians, engineers, etc.

The complete list of successful filibusters and their commanders, beginning with the fourth one—the one after Rodriguez and Sanchez, who went on the George W. Childs tugboat—starts with Francisco Sanchez Hechavarria, who arrived in August on the Leon. After him came Carlos Manuel de Cespedes y Quesada last October on the Laurada. This is the same filibuster of which you hear now on his latest expedition.

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The sixth venture was Francisco Carrillo y Jose Maria Aguirre last November, and in the same month Torres y Pujals arrived with a schooner laden with things to fight with. He very materially helped the Cuban cause. After the quiet of the winter, and when the coasts opened freely again, Enrique Callozo took the eighth successful filibustering boat and crew down in March, three months ago, loaded mostly with rifles.

**LIST OF FILIBUSTERS.**  
And now, money being more plentiful, filibusters began to go faster and faster. Braulio Pena sailed on the Three Friends that same month—March—and five days later Calixto Garcia went on the Bermuda, a sister ship to the Laurada, with supplies—food and drink, for vegetation is killed.

The competitor, commanded by Juan Monzon, was successful in April, and in May—last month—Juan Fernandez Ruz flew to Cuba with the Laurada again.

The Three Friends was the thirteenth boat, and her phenomenal success banished from the Cuban mind all thoughts of unholy "thirteen."

The men who have led these expeditions are now either all fighting in Cuba or organizing other filibustering expeditions to go to Cuba again. They contemplate equipping the Cuban towns with machinery and all the necessities of civilization, even to looms for weaving and mills for carrying on home manufacture. Their plan is that when the war is over Cuba will find herself in possession of fine cities with established plants for supporting her people.

Whether they will succeed as fully as they hope or not is another question. They are the most daring men of modern times, they are firm faces and fiery eyes show a spirit that has liberty, with a large "L," back of it.

By their aid the Cubans have crept so well up into Cuba that most of the island is theirs, in spite of the crown and throne and credit behind the Spanish end of the island. And by their aid the Cuban part of the island has its telegraph lines, its hospitals, its arsenals, its military stores and even its railroads. The filibuster is the uncrowned hero of Cuba and his name is mentioned with a lowering of the head which we give heroes.

The early history of every country shows its martyr list, but there is no history that has a more noble list than the one who are now filibustering for Cuba Libre.

ALBERT CAMERON.

**REAL AND IMITATION YAWNS.**

**Simulation of the Genuine Is a Very Difficult Art.**

*Philadelphia Bulletin.*

The anatomy of the yawn is a branch of science that has been neglected. A yawn is either natural or artificial. Among the

face of the male individual who talks enthusiastically to them about their women. This is one of the most artificial of yawns. It has not even the pretense of reality about it.

The most essential difference between the real yawn and the assumed one is that the former is contagious and the latter is not. One has only to indulge in this physical act unwittingly in a street car to see it pass up one side and down the other. The majority of those who follow the first example do it without noticing where the initiative came from, or that they are following it. On the other hand, an artificial yawn begins and ends with the person who perpetrates it.

## LAMPS ARE VERY ANCIENT.

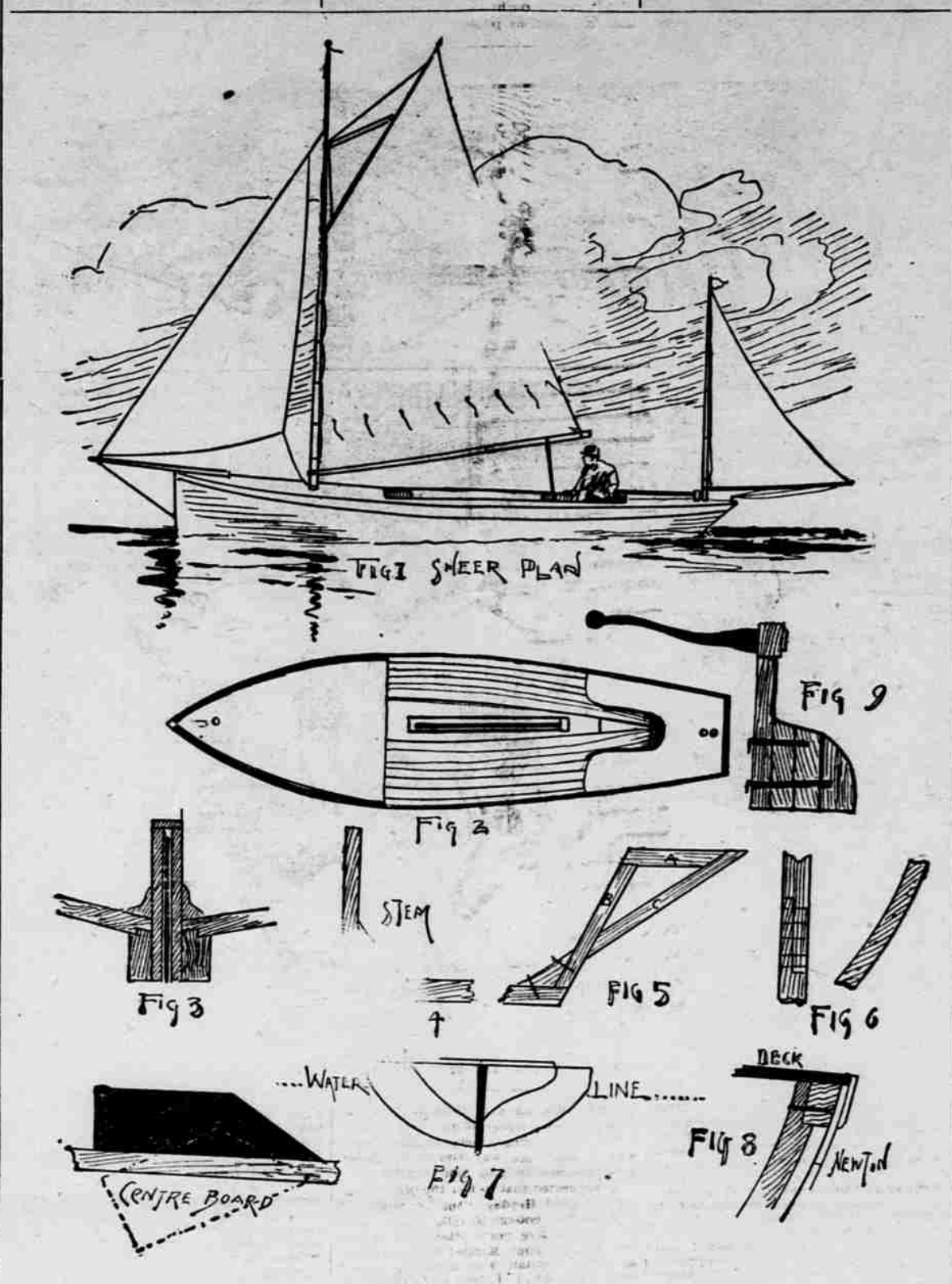
Some Facts in Their History Which Are Odd and Interesting.

*Philadelphia Times.*  
To the Egyptians has been given the honor of inventing the lamp, but it seems more than probable that they received it from the older civilization of India. The lamps originally used by the Hebrews, the Egyptians and the Greeks were simple flat vessels with a small handle at one end and at the side a little projection with a hole forming a nozzle. In the bowl was a larger opening, into which the oil was poured. The oil used was generally vegetable, but

from the ruins of Pompeii and Herculaneum. Some lamps were hung with chains to bronze candelabra; some were supported by beautiful brackets.

In 1784 Ami Argand, a Swiss residing in London, made an entire revolution in artificial light by inventing a burner with a circular wick, the flame being thus supplied with an inner and outer current of air. To Argand we also owe the invention of the common gas lamp chimney. He was very desirous of increasing the light given out by the lamp that he had invented, and to that end had made many experiments, but all to no purpose.

One night, as he sat at his work table



"You Can Easily Make Your Own Centerboard With These Ten Parts."

It has none of the subtle initiative of the real article.

Next to being able to understand a yawn, the most important social accomplishment is to be able to simulate one. This can be done only after long practice. Where this art has not been attained the best thing to do is not to apologize. Such an explanation is an insult to the intelligence of the person spoken to. A real, self-felt yawn must be lived down, it cannot be explained away.

according to Pliny it was sometimes of liquid bitumen.

The lamp commonly used in Egypt at the present time is a small glass vessel, with a tube in the bottom, in which is placed a wick of cotton twisted around a straw. The common lamp of India is a small earthen saucer, with a bit of twisted cotton for a wick. The ordinary traveler's torch, or lamp, in India is a bundle of strips of rag on the end of a

thinking, he noticed an oil flask lying near off which the bottom had been broken, leaving a long-necked, funnel-shaped tube. He carefully picked this up, and, "almost without thought," placed it over the flame of his lamp. The result astonished and delighted him, for the flame became a brilliant white light. Argand made practical use of the hint thus given him by devising the lamp chimney.

## YOU CAN BUILD YOUR OWN CENTERBOARD

A Sailboat Expert Draws a Diagram of a 16-foot Boat and Tells How to Make it.

## BETTER HAVE YOUR SAILS DONE BY A SAILMAKER

Like Ratsey's Trousers, Your Sails Never Fit and Will Be Just a Dingy White.

## AMBITIOUS AMATEURS CAN HAVE A HOME NAVY

(Copyright, 1896.)  
To decide upon what class of sailing boat is most suitable to the amateur boat-builder is a very difficult question, because it throws open a wide field of work. But it must be a small boat, otherwise it would be out of the range of an amateur's workshop. A centerboard, yard-rigged boat would be the most useful craft for an amateur, as that style of rig is safer, and can be handled by one person, and, further, it is not expensive to construct. The following dimensions will make a very handy boat, and will afford the amateur an opportunity to display his skill in designing.

### A GOOD BOAT.

I have made one like it myself, and sailed it on every big river, from the Tennesse and the Rhine to the Hudson and the Mississippi. It is a center-board, such as have sailed the big races, but is built upon a more modest plan.

Length over all, 16 feet; water line, 14; beam, 5 feet; depth at bow and amidships, 2 feet 3 inches; depth at stern, 2 feet 6 inches; midship frame from bow, 8 feet 9 inches. Fig. 1 shows sheer plan with sails set; Fig. 2 is the deck plan, and shows the boat will be decked for six feet from the bow.

In the first place, the keel and stem and stern posts must be made; the keel should be of elm, 14 feet long, 3 inches square in the center, tapering to 1 inch at bow and stern; a slot must be cut in the widest part of the keel 3 feet 6 inches by 1 inch, for the center-board, which should be 12 inches wide, shaped as in figure.

The construction of the center-board box is shown in Fig. 3. The stem and stern posts should be of oak, let the stem be at right angles with the keel and stern post rake aft about eight degrees. Red pine is the best planking, 1-2 inch thick; should be ready planed to save labor. When the curve is not great the planking can be laid on without straining with the help of a couple of iron screw-clamps. The knees for the fore-foot should be bolted in, not nailed or screwed. A 1-2 inch rabbet or groove is cut on either side (top) of the keel for the first streak to fit into. Each side of the stern post B, Fig. 4, just above the rabbet, a timber will be bolted, as shown by C, 1-2 inches thick and 3 inches deep, and connected to the sternpost A.

### EXACT CONSTRUCTION.

But before the timber C is bolted on a piece of 1-2 inch plank must be fitted on the side of the sternpost to form the two sides of the rudder-post trunk.

The frames on which the boat has to be built must now be made. These ribs or timbers should be made with a scarf-joint figure. Better to cut each piece from solid wood so as to have a thorough grain as much as possible, and this is a good rule to follow all through your building operations. Have your wood as solid as possible.

When all cut out and joined together, bolt them firmly to the keel. These ribs should be 1-2 inches thick by 2 inches extra strong 2 inches by 2-1/2 inches.

It is usual to put the planking on in three or four lengths, but in a small boat of this size a good deal of it may go on in one, but it may be necessary to use more on the curve. After the boat is planked and all the nails removed, the temporary frames come out and the rest of the floors are put in. The decks may now be laid for the foredeck. Trains must be put in to support it, two transverse and one longitudinal across the center, 2 inches by 1-1/2 inches, by the ends of 1-inch strips, grooved.

### LAST TOUCHES.

Now the hull must be calked with pitch and oakum. Red lead may be used where the joints are very small. An outside gunwale streak of oak, 1-2 inch by 3 inches, must now be put on. The rudder must be made as in Fig. 5, two rudder rings having been riveted on the sternpost to receive the pins on the rudder, both of which can be bought ready-made. The boat is now ready for painting, rigging, etc.

Fig. 1 illustrates the sails, which had better be made by a sail-maker, unless the amateur has had experience. The mast stands 12 feet above deck and the same in shape as Fig. 1 dimensions. It may be 2-1/2 inches at the top, 5 inches at the deck and 4 inches at the step; bowsprit should be 2 feet long.

The mizzenmast may be 7 feet above the deck and the sail what is known as leg of mizzen, 4 inches in diameter, tapering off to a point at the top. The sail-maker will give the correct size of all the sails. Home-made sails never, in my experience, fit very well, and they cost within a dollar of what you would have to pay a sail-maker. He will guarantee a good fit. This will make a good boat, which will prove a good sea boat and a good sailor, if given about three to four hundred pounds of ballast, and can be easily managed by one man, and no man of ordinary means wants a boat he cannot manage himself.

### PARKER NEWTON.

### GULLS AND STEAMERS.

*They Afford No End of Amusement to Passengers.*

*Our Animal Friends.*

Perhaps the most entertaining of all sea birds are the gulls, of which several species may commonly be met with, chiefly along the coasts. Gulls, as a rule, fight more difficult than other birds which we have described. They keep close to the ship, and when they are accustomed periodically to beat over a certain path their wings become sharpened and they afford no end of amusement to the passengers. A crowd of gulls will follow a vessel all day, returning, doubtless, to the nearest land. Next morning there will be another flock, and the same story will be of a wholly different species.

A jolly crew is a flock of gulls. I have watched them for the hour flying abreast of the steamer from ten to twenty-five feet from the ship's rail, every eye on the port-hole from which refuse of the cook's galley is dumped into the sea. Generally, this grateful event takes place just after mealtime, and a gull will follow a ship for hours, the sake of one mad dash at the scraps which it expects to be consigned to the ocean.

The gull cannot be fooled with anything short of fresh meat, or crackers. I have tried orange peel and scraps of pasteboard, which I tossed into the air or into the sea, and not a bird turned a feather! But if you hold a scrap of meat in your hand, you shall see every bird dash as near as he dares, with a knowing blink and turn of the head. Toss it into the air, and a wild scream issues from his throat, as many pairs of wings flash in the sun-hole from which refuse of the cook's galley is dumped into the sea. Generally, this grateful event takes place just after mealtime, and a gull will follow a ship for hours, the sake of one mad dash at the scraps which it expects to be consigned to the ocean.

The great event is when the dinner scraps go overboard from the galley. There is a mad scramble, the air is filled with hoarse cries, the whole flock settles on the water with uplifted wings, each screaming and flapping in the vain effort to get the morsel for itself. The steamer goes on, leaving a white, struggling spot on the water in its wake. But presently they start after her again, and, with quick nervous strokes, they reach her side, to sail serenely on with her as before. The most amazing piece of business I ever saw was a gull coolly preening itself with its bill while it was following in full flight, apparently without effort.

### CHAMPION GLUTTONS.

*Koreans, the Greatest Estomachs on Earth, Are Proud of It.*

*Philadelphia Press.*

In Korea it is not uncommon for the laborer to take a bottle of pepper sauce with him and to eat a fish as they take it from the boat, sprinkling a bit of red-hot chili over it, and swallowing it without cleaning anything off but the scales.

The Koreans are by no means particular as to the manner in which their fish and meats are served. The entrails are sold and eaten, as well as the rest of the meat, and a common dish at a big dinner is a chicken, baked feathers, entrails and all served whole upon the table.

The Korean is the greatest eater in the world, and more than any other man in the world he lives to eat. The average man the country over eats everything he can get his teeth on, and he will take a dozen meals a day if he has the chance.

The bigger a man's stomach is in Korea the more wealthy he is supposed to be, and you see very fat youngsters everywhere you go.

### It Was Too Mean.

"I think it is just too mean, so I do." Eve sobbed as Adam tried to comfort her and comforter shrift.

"Waste master wix my ownest own foot-sic," he unquined.

Tears poured from her eyes and into his watch, causing Adam to nervously remove his chronometer and place it on the sofa beside him, for fear the delicate watch would be rusted.

"You are the only man in the world," said Eve, between her tears, "and I am not sure that I love you as much as I might love another, and then I can't make you jealous by receiving attentions from some one else. This new woman business is not altogether desirable."

No woman has since suffered as she did. —New York World.

natural are the things called "gaps," which are not true yawns at all, and must be carefully distinguished from them.

The artificial article has a number of purposes. Sometimes it is assumed as a hint to the visitor who stays too long, or the man who talks politics in the presence of women, or talks shop, or tells an old story, or makes himself a general nuisance. Women have a habit of yawning in

say nothing and your neighbor may obviate all trouble by imitating you. In that case one transgression offsets the other.

**Short Supply.**  
Clergyman (about to baptize an infant)—Name the child.  
Father—Charles Emil Otto Philip Ferdinand Lehmann.  
Clergyman (aside to apparitor)—Please fetch me a little more water.—Scherz and Ernst.

stick, with oil poured over it. In "Bible lands" the lamp commonly used is a small earthenware plate, with the edge turned up, to make it hold a small quantity of oil.

Among the most beautiful pieces of antiquity that have been preserved are a great number of Egyptian, Greek and Roman lamps, formed of clay, metal, terra cotta and bronze. The museum at Naples contains the finest variety of specimens to be found anywhere. These were recovered

She Knew Them.  
A railroad was about to be run through the best part of a Western farmer's farm. He had had a stormy interview with the agents of the road, and was very wrath at them. He was expecting another visit from the agents when his little daughter said:

"There they come again."  
"Who is it?" asked the father.  
"Those rock-agents again." —Puck.

Though I give these exact figures, a little judgment must be used.

Fig. 7 gives the outline of the sections of the boat where these frames are to be placed. There should be about twenty ribs. All these being in their places, the inside gunwale streak, 1 inch by 1-1/2 inches, must be firmly put in and carried around to the end of the counter, fastened by copper nails 3-4 inches long for the gunwale. See Fig. 8.

Cuba's Pilgrim Fathers, Who Have Landed Upon the Isle With Material to Carry on an Endless War.

